

to a particular equipment needs to be examined on the overall considerations of what we have and how much we can afford. So far as distribution within the country is concerned, we will certainly see that there is no over-concentration in one area and nothing at all in another. That kind of thing will not be allowed.

[Translation]

SHRI GIRDHARI LAL VYAS : Mr. Speaker, Sir, is it costlier than human life that you are unable to supply it ?

[English]

### Own Your Wagon Scheme

\*228. SHRI H.N. NANJE GOWDA† :  
SHRI G.S. BASAVA RAJU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have floated an 'own your wagon scheme' especially for the oil and cement sectors;

(b) whether the Railways propose to give tariff concessions to those who own wagons for transportation; and

(c) whether the scheme has been accepted by the oil and cement sectors; if so, the details thereof and to what extent this is likely to reduce the burden on the Railways ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A new scheme of "Own your wagons" was formulated in 1985 for all major users of covered and open bogie wagons. It is of interest to the cement industry, but not to the oil industry. However, it has been separately proposed that in future oil companies should fully own the LPG tank wagons.

(b) In the arrangements envisaged under this scheme, a suitable compensation is to be given to the owners of the wagons either through a rebate in freight or otherwise.

(c) One cement factory has evinced interest in the new scheme, but no wagon

has so far been procured under this scheme. It is too early to assess the relief.

SHRI H.N. NANJE GOWDA : Has the Government appointed any committee to examine the scheme, because whenever we ask for something, we are told that there is a resource constraint? That is why, I am asking whether a committee was appointed to examine this 'Own your wagon' scheme; if so, whether it has submitted the report and whether one of the recommendations of the Committee is to make the consumers bear the cost of these wagons.

SHRI MADHAVRAO SCINDIA : Government has not appointed any committee to go into the scheme. This is being internally decided by the Railway Ministry within the Railway Board. And there is a group of officers who are looking into this aspect of the matter.

SHRI H.N. NANJE GOWDA : What was the total demand of wagons during the last two years and to what extent the shortage was felt? What was the total production of wagons during the last two years ?

SHRI MADHAVRAO SCINDIA : We have to relate our requirement of wagons to the targets fixed by the Planning Commission for movement of freight. We are expected to move approximately 340 million tonnes by the terminal year of the Seventh Plan. For that our requirement of wagons is greater than what we are going to procure because of constraints of resources that we are facing. And it is because of this that we are looking to other avenues like 'Own your wagon' or 'wagon leasing' to try and increase our total procurement and total fleet of wagons at our disposal. In the year 1985-86, the total number of wagons procured was 12,500. We are hoping to procure in the current year about 20,000 wagons. And in the forthcoming financial year we are expected to procure 19,000 wagons.

SHRI DIGVIJAY SINH : Sir, salt is a basic commodity for sustenance and the whole salt industry in the country is tottering because of the cost of transportation from the seacoast to the hinterland. Would the Ministry consider including salt also in this scheme ?

**SHRI MADHAVRAO SCINDIA :** Sir, as far as salt movement is concerned, it is already transported at highly concessional rates keeping in mind the vital nature of the product. This is a proposal really for all users but I do not think the salt industry has responded to this particular proposal as yet.

**MR. SPEAKER :** Have you got any proposal to move the perishable fruits from one end of the country to the other in special refrigerated wagons because otherwise this leads to so much of decay in fruits and also wastage of heavy expenditure borne by the consumers on the other side of the country? It will benefit both the consumer as well as the farmer.

**SHRI MADHAVRAO SCINDIA :** Sir, as yet we have no proposal to procure such refrigerated wagons. As far as milk supply is concerned, as you must be knowing, we have already run special trains from Gujarat to Calcutta, not in refrigerated wagons but in certain wagons which manage to maintain the temperature or ensure that there is minimum temperature loss by the time of delivery. Basically, whatever wagons we procure, we must try and ensure that full capacity of that wagon is utilised both ways. Therefore, in delivery of perishables which are also very essential, there are sometimes problems about how the wagon is to be used on the way back again. But your suggestion will certainly be very much kept in mind and I do agree that it is an important aspect as regards the wagons.

**MR. SPEAKER :** We process only .03 per cent of our fruits and vegetables. So, it is high time we thought about this.

**SHRI C.P. THAKUR :** Sir, the hon. Minister has accepted that there is a shortage of wagons in the country. There is a wagon manufacturing unit at Mokama and when we wrote for the expansion of that unit we were told that there is no such scheme so far. Railways are the main users of that factory. So, will the Minister take some trouble to add to the capacity of that factory?

**SHRI MADHAVRAO SCINDIA :** Sir, this particular supplementary is not totally pertinent to this question. However, I would like to inform the hon. Member that

the wagon capacity in our country is already approximately 26,000 and we are not able to fully utilise that wagon production capacity because of the shortage of resources. So, at present I do not think the question of expansion should arise.

**SHRI M.S. GILL :** Sir, may I know from the hon. Minister whether in furtherance of this 'own your wagon scheme', the Government is contemplating to have an 'own your engine scheme'?

**SHRI MADHAVRAO SCINDIA :** Sir, I am afraid, there is no such proposal under consideration.

**„Purchase of Computers by Jawahar Lal  
Nehru and Delhi Universities**

\*230. **SHRI RAMASHRAY PRASAD SINGH† :**  
**SHRIMATI GEETA MUKHERJEE :**

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that the Jawaharlal Nehru University and Delhi University purchased small and big computers during the period 1985 and 1986;

(b) whether before purchasing these computers the DGS and D rates prescribed for computers were taken into consideration; and

(c) if not, the circumstances in which the DGS and D Rate Contract marketed computers were not considered by the University authorities concerned?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) :** (a) Yes, Sir.

(b) DGS and D has not prescribed any rate contract for computers.

(c) Does not arise.

[Translation]

**SHRI RAMASHRAY PRASAD SINGH :** Mr. Speaker, Sir, I want to know from the